

*Achievements  
of  
Captain Robert Gray*

"We tell it, and then quit"

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BY  
FRANCIS E. SMITH

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7. B. D. No. 3, Box 166, Tacoma, Wash., Sept. 1922.  
"I have no prejudices, but in favor of my native land."

(John Adams to King George III., of Great Britain)

Dedicated to the children of the public schools of the United States of America. Francis E. Smith.

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## FOREWARD.

We are confident that this book will meet a longfelt want of the school children of the United States of America.

Many citizens, born and educated in the United States, have but a meager knowledge of the achievements of Captain Robert Gray, the modern discoverer of the inland waters of the State of Washington.

The following brief account of the discovery of the interior sea lying on the western coast of North America, has been compiled for the most part from the latest documents written by various authors on the history of this great commonwealth, the State of Washington.

For illustration of the period of discovery, constant reference has been made to the writings of George Vancouver, Mr. Archibald Menzies, John Boit, Dr. Norton Shaw, Manning, Hermann, Bourne, Meany, Howay, Atwood and others.

Great condensation of material has been necessary; but the compiler has endeavored to seize upon the most relevant points, and to furnish, within the limits of a book of this size, at least a fairly complete outline of a well nigh inexhaustible subject.

My acknowledgements are due to my wife, who has been my constant companion during my travels throughout the highways and byways of the State of Washington, from Spokane to Cape Flattery, and from the Columbia River to the Canadian Boundary. We have traveled together through sunshine and rain, across the deserts, over the mountains, waded the streams, sailed the inland sea in dugout Indian canoes, steamship and launch. In visiting the homes of this great commonwealth we have heard from the lips of Pioneers much of the early history of our adopted State.

Trusting that the knowledge thus obtained, and hereby given to the public will be acceptable, and prove a rich blessing to coming generations, I remain,

FRANCIS E. SMITH.

R. F. D. No. 3, Box 166,  
Tacoma, Washington,  
September, 1922.

## COLONIALISM

Christopher Columbus discovered America, October 12, 1492; returning to Spain March 15, 1493; one month later he was called into the presence of Ferdinand and Isabella, the sovereigns of Spain.

May 3, 1493, Pope Alexander VI. issued a decree, giving to Spain exclusive rights over the newly discovered world, including all lands discovered and to be discovered

Previously the Pope had granted to Portugal the exclusive use of the eastern route to India by way of the Cape of Good Hope; in recognition of the discovery of the Cape by a Portuguese navigator, in 1486, six years before Columbus discovered America.

Portugal, fearing Spanish invasion upon her rights, appealed to the Pope for a modification of the donation to Spain, on the ground that it was an infringement of Portuguese rights. The Pope in the interests of harmony, May 4, established a dividing line extending from the North to the South Poles, one hundred leagues west and south of the Azores and Cape Verde Islands; all lands west of this line should be the exclusive property of Spain; no one could visit the New World without permission from Spain. This conception of ownership was taught to the Spaniards for centuries. In return for the donation, Spain was to Christianize the infidels of the New World. Spain was authorized to take possession and plant the cross in all lands not occupied by a Christian Prince.

Portugal, being dissatisfied with the dividing line as drawn, made a second appeal to the Pope for relief, in response to the request of Portugal, the Pope established a new dividing line to be drawn three hundred and seventy leagues west of the Cape Verde Islands, with instructions that should the line pass through an island a tower was to be erected for the purpose of marking the line.

The line when drawn gave to Portugal the eastern part of South America; Spain received the western part of South America and all of North America.

Portugal began the colonization of Brazil and Argentina; Spain colonized Central and Western South America, extending her settlements northward along the Pacific coast as far as California, leaving the Atlantic coast north of Florida unoccupied.

The colonial policy of Portugal and Spain monopolized commerce, retarded the progress of civilization, and strove to prevent other nations from obtaining a foothold upon the continents of North and South America.

Norway claimed the right to the freedom of the seas on the ground that Spain and Portugal had failed to plant the Christian faith in the New World.

England, claiming the legitimate right to establish colonies anywhere on the face of the globe that was unoccupied by a Christian nation, began establishing colonies along the Atlantic coast to the north of Florida; in 1613, Spain protested against British colonies in Virginia on the ground of the rights bestowed by the donation of Pope Alexander.

The Briton and the Spaniard, each having their own settled opinions, could not understand the mind of the other; the Spaniard had been taught for centuries that America was the exclusive possession of Spain, to be developed and exploited at will; and could not conceive that any

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one would dare to infringe upon their rights, as the line drawn by the Pope was fixed until it was annulled or changed. The Briton was accustomed to the thought that the line drawn by the Pope was arbitrary, and could not believe that any one in good faith would attempt to enforce the mandate of the Pope. This difference of opinion between the Briton and the Spaniard was brought to an issue at Nootka Sound, Vancouver Island, during the months of May and June, 1789.

### AMERICAN HISTORY.

The transformation from European colonialism to an independent American nation, is one of the great historical events.

The year 1789 is the pivot year in American history; among the events of that year, colonialism passed away, the United States began to function under a Federal Constitution, Captain Gray discovered the inland waters of Puget Sound, and laid the foundation for the Greater United States. The President's advisers, by expressing their opinions on the question of permitting European nations to encroach on American soil, prepared the way for the promulgation of The Monroe Doctrine.

In addition to the above events, Captain Gray sailed from Clayoquot harbor, Vancouver Island, July 30, 1789, on his return voyage to Boston, by way of China, arriving at his destination August 10, 1790, being the first man to circumnavigate the globe in a ship carrying the American flag.

The above events in American history, occurring during the year 1789, have exercised, directly or indirectly, a tremendous influence on human affairs.

Spain and England each planned to colonize the Pacific Northwest, in the year 1789, the Spaniard and the Briton met at Nootka Sound, Vancouver Island; a quarrel ensued, which brought on a controversy between the governments of Spain and England and threatened to involve the two nations in war.

Florida and Louisiana being Spanish possessions, and Canada being a British possession, a conflict between Spain and England would be waged on American soil. England, in the event of a war with Spain, would have undoubtedly attempted to march an army from Detroit to New Orleans; President Washington, realizing the seriousness of the situation, if England should attempt to march an army across the territory of the United States, and having no precedent in American history to guide him, called upon his advisers for an expression of opinion, as to the best course for the United States to pursue. Hamilton, Jefferson, Adams, Knox and Chief Justice Jay each expressed an opinion; of the opinions expressed by the President's advisers, has come a guiding principle for the United States, known as the "Monroe Doctrine."

Plans were formed and prepared for execution by President Washington and his cabinet that greatly influenced both of the contending parties and brought about a peaceable solution of the Nootka Sound controversy and raised the United States to a position of considerable importance.

Perhaps it may be well to say in passing, that Nootka Sound has never been occupied by white men as a permanent settlement, that it remains to this day an Indian settlement.

### WASHINGTON HISTORY

The history of the State of Washington runs in cycles of one hundred years each; the first cycle begins with the discovery of America in 1492, by Christopher Columbus, ending with the half-mythical discovery of



the Straits of Juan de Fuca in 1592, by a Greek pilot; the second cycle from 1592 to 1692 was devoted to a fruitless search for the mysterious "Straits of Annian" ending with a Royal Spanish decree, forbidding foreign vessels from navigating the South Pacific Ocean; the third cycle from 1692 to 1792, was a period of actual discoveries along the coast of western North America, ending with the examination of the continental shores of the inland waters of the State of Washington, by Captain George Vancouver, British navigator and explorer; the fourth cycle from 1792 to 1892, is a period of development from a newly discovered territory to the status of sovereign statehood.

The first discovery of any portion of the State of Washington, of any particular historical value, was made by Captain James Cook, one of the most eminent of England's celebrated navigators; the story of the discovery is best told in Captain Cook's own words:—

Captain Cook's Journal, pages 262-263, Vol. 2.

"Sunday, March 22, 1778, 8 o'clock:

" \* \* \* we saw the land, extending from North East to East, nine leagues distant. At this time we were in the latitude of 47.5. North, and in the longitude of 235.10. East \* \* \* I continued to stand to the north with a fine breeze at west, and west northwest, till 7 o'clock in the evening, when I tacked to wait for daylight. At this time, we were in forty-eight fathoms water, and about four leagues from land, which extended from North to South, East half East, and a small round hill, which had the appearance of being an island, bore North three-quarters East, distant five or six leagues, as I guessed; it appears to be of a tolerable height, and was but just to be seen from the deck. Between this island, or rock, and the Northern extreme of the land, there appeared to be a small opening which flattered us with the hope of finding an harbour. These hopes lessened as we drew nearer; and, at last, we had some reason to think, that the opening was closed by low land. On this account I called the point of land to the North of it 'Cape Flattery.' It lies in the latitude of 48.15. North, and in the longitude of 235.3. East. There is a round hill of moderate size over it; and all the land upon this part of the coast is of moderate and pretty equal height, well covered with wood, and had a pleasant and fertile appearance. It is in this very latitude where we now were, that geographers have placed the pretended Strait of Juan de Fuca. But we saw nothing like it; nor is there the least probability that any such thing exists."

Captain Cook approached Cape Flattery from the south, close in shore, the promontory from the direction in which Captain Cook saw it, has the appearance of an island, about fifteen hundred feet in height, it is separated from the foothills of the Olympic mountains by a small stream, "Waatch Creek." This stream crosses Cape Flattery from Neah Bay on the north side to Mukkaw Bay on the south side, the stream is about three miles in length. Mukkaw Bay has the appearance of being a safe harbor when viewed from a distance of five or six leagues, but upon approaching it, it is found to be closed to navigation for any sized craft, by innumerable rocks. The beach of Mukkaw Bay is one of the most beautiful stretches of ocean beach in the world.

Captain George Vancouver, who was a member of the Cook expedition, says in his journal under date of April 29, 1792, that Mukkaw Bay is the same bay that Captain Cook stood into March 22-24, 1778. Vancouver Journal:—

"About noon, we reached its south entrance, which I understand the

natives distinguish by the name of Classet. From the northwest part of Tatooche's island, which bears from the point of the promontory of Classet N. 79 W. distant about two miles, the exterior coast takes a direction nearly south about ten leagues; where, as we passed, I anxiously looked out for the point which Captain Cook had distinguished by the name of Cape Flattery, of which I could not be completely satisfied, on account of the difference in latitude. A shallow bay, however, does extend about three leagues to the southward of Classet, which falls some distance back from the general line of the coast; and the base of the inland mountains which project there, and form deep ravines, present at a distance the appearance of a safe and secure port; but on a nearer approach, the whole was found firmly connected by a sandy beach. This, most probably, is the bay which the 'Resolution' and 'Discovery' stood into and Classet is the point with an island lying off it, which Captain Cook named Cape Flattery."

Captain Vancouver further says:—

"October 14, 1792:

"We shortened sail for the night, and inclined our course toward Cape Classet. I had been given to understand that this promontory was by the natives called Classet; but now finding that this name had originated only from that of an inferior chief's residing in its neighborhood, I have, therefore, resumed Captain Cook's appellation of Cape Flattery."

Captain Cook hauled off from the south side of Cape Flattery late at night; passing out to sea in a northwesterly direction he missed the entrance of the Straits of Juan de Fuca. Arriving at Nootka Sound, March 29, 1778, he entered the harbor and remained a month refitting his ships for an extended voyage to the northward. While sojourning at Nootka, he accidentally came into the possession of several seal skins of great value; which was the beginning of the fur trade between the northwest coast of America and China.

June 29, 1788, Captain John Mears, an English navigator, engaged in the fur trade, sighted the entrance of an inlet, on the north side of Cape Flattery which he named "The Straits of Juan de Fuca," in recognition of the half-mythical history of the discovery of the inlet by a Greek pilot in the year 1592. Later in the season, Captain Mears dispatched a boat expedition under the command of a Mr. Duffin, with instructions to examine the inlet and take possession of the territory in the name of the King of England; owing to the hostility of the natives and the superstitious fears of the sailors, the expedition failed to accomplish its designs.

Early in March, 1789, Captain Robert Gray, an American navigator, engaged in the fur trade, sailed from Nootka Sound in a southeasterly direction; passing entirely through the Straits of Juan de Fuca, he entered the interior sea, which branches out in various directions from the upper end of the Straits. A complete account of Captain Gray's achievements will be found in the next chapter.

April 29, 1792, Captain George Vancouver, British navigator, sent out to the northwest coast of America by the government of Great Britain, with instructions to make a personal examination of the continental shore lines of the Straits of Juan de Fuca and the inland sea discovered by Captain Gray, in 1789; fell in with Captain Gray off the coast of Washington, near Destruction Island, and sent two of his officers, Mr. Puget and Mr. Menzies, on board the American vessel to acquire such information as would be serviceable to the British expedition in its fu-

ture operations; Captain Gray gave to the two British officers who boarded the American vessel, all of the information in his power, especially that relating to the Straits of Juan de Fuca and the interior sea; of which the British expedition was in search. Captain Vancouver, upon receipt of the information obtained from Captain Gray, proceeded to carry out his instructions.

### ACHIEVEMENTS OF CAPTAIN GRAY.

American designs on the Pacific northwest began in the year 1766, ten years before the Declaration of Independence by the American colonies; plans were laid at Boston for an overland expedition from the head of the Great Lakes to the Pacific northwest; the Revolutionary War caused a postponement of the plans until the Lewis and Clark expedition, 1803.

The news of Captain Cook's discovery at Nootka Sound of the fur trade with China, having reached Boston, a company was organized, ostensibly for the purpose of entering the fur trade by sending ships to the Pacific northwest.

Two vessels the "Columbia," two hundred and twenty tons burden, in command of Captain John Kendrick; and the "Washington," ninety tons burden, Captain Robert Gray, sailed from Boston harbor, October 1, 1787, ostensibly on a trading voyage to the Pacific northwest.

The sending of two defenseless vessels into forbidden seas, and in the face of the most hostile European opposition, is one of the most daring adventures in the history of navigation. Only the end in view, that of obtaining a foothold for the United States in the Pacific northwest, was worthy of the risk. The gaining of a foothold by our American navigators, is the miracle of the eighteenth century; the story of the work accomplished by our American sailors in the Pacific northwest, is stranger than fiction.

After vexatious delays at the Cape Verde and Falkland Islands, the two American vessels entered the forbidden seas by rounding Cape Horn; April 1, 1788, the vessels became separated in a storm; Captain Kendrick, being superior officer in command of the expedition, had issued orders that in the event of the vessels becoming separated, the place of rendezvous should be Nootka Sound. The Columbia put into the island of Juan Fernandez, the Spanish governor of the island relieved the distress of the Columbia and issued to Captain Kendrick a permit to sail the forbidden seas, for so doing, the governor was cashiered by the Spanish Vice-roy of Chile with the approval of the Vice-roy of Peru.

Captain Gray, in command of the sloop Washington, stood clear of all obstacles and arrived off the coast of Washington, August 2, 1788; while sailing northward along the Washington coast, he discovered "Snowy mountains in the distance," which were, no doubt, the highest peaks of the Cascade range; that they can be seen from the Pacific ocean is confirmed by Captain Vancouver in his journal, under date of October 18, 1792, in which he says:—

"In the course of the morning we had seen a remarkably high, round mountain, which now bore by compass, N. 79 E.\* and rose conspicuously from a plain of low, or rather moderately, elevated land, and was covered with snow as far down as the intervening hills permitted us to see. We entertained little doubt of its being Mount Rainier, which was soon afterwards confirmed; its distance from us being an hundred geographical miles." (\*N. 79 E. is a misprint for S. 79 E.)



That the highest peak of the Cascade range is not to be confused with Mount Olympus when viewed from the Pacific ocean is evident from what Captain Vancouver says in his journal under date of October 16, 1792:

"Whether our having been latterly accustomed to see more lofty mountains or whether the mountain being disrobed of its winter garment (the snow being now only in patches) produced the effect, is not easily determined, but it certainly seemed of less stupendous height than when we first beheld it in the spring."

Continuing his voyage northward along the coast, Captain Gray arrived at Nootka Sound, September 16, 1788, where he found Chinese laborers at work building a ship for an English company under the direction of Captain Mears. A few days after his arrival the ship was launched.

It is worth noticing, that the first laborers brought to the West Coast were Chinese.

After making a survey of the needs of the fur trade, Captain Gray began preparations for a voyage to China for supplies to be used in the fur trade; before he could put his plans into execution, Captain Kendrick arrived and decided to winter at Nootka. In a few days the British company of sailors and laborers departed for China and the Sandwich (Hawaiian) islands.

The Americans, during the winter acquired a knowledge of the Indian language, which proved to be of great value to them a few months later.

The first of March, 1789, Captain Kendrick ordered Captain Gray out on a trading voyage to the southward.

Sailing in a southeasterly direction, and following the shore line of Vancouver Island, Captain Gray sailed entirely through the Straits of Juan de Fuca and entered the interior sea that branches out in various directions from the upper end of the straits.

Returning to the Pacific ocean by the same way in which he entered the straits, he arrived at Nootka Sound, April 23, after an absence of six weeks.

During his absence, Don Martinez, a Spanish naval officer, had arrived at Nootka Sound with instructions to "take such measures with the American vessels as you may be able and such as appear proper." Martinez examined the papers of the American vessels and finding nothing derogatory to the interests of Spain, gave permission to the American captains to continue their operations. In return for the favors shown by Don Martinez, the American captains acknowledged the claims of Spain to the territory by firing the customary salute, and assisting the Spaniards in their dealings with the natives, with their knowledge of the Indian language.

The British navigators upon their arrival at Nootka in May and June, refused to acknowledge the claims of Spain and a quarrel ensued between the Spaniard and the Briton.

During May and June, Captain Gray sailed northward on a trading excursion, meeting with better success in his dealings with the natives than he did on his southern excursion, he returned to Nootka.

Exchanging vessels with Captain Kendrick, Captain Gray sailed from Clayoquot harbor, in command of the Columbia, July 30, 1789, on a return voyage to Boston. Stopping at a seaport in China, he exchanged the cargo of furs for a cargo of tea; continuing his voyage around the

world, he arrived in Boston, August 10, 1790. The log of the Columbia showed that the vessel had sailed a distance of 50,000 miles. Captain Gray is the first man who circumnavigated the globe under the American flag.

The Columbia was refitted and put in perfect condition for another voyage to the northwest coast; Captain Gray was placed in command. The expedition sailed from Boston September 28, 1790, arriving at Clayoquot harbor June 4, 1791.

Captain Gray made several trading excursions during the summer, and then anchored in Clayoquot for the winter. A small vessel was constructed during the winter and placed in commission; later it was sold to the Spaniards.

During March, 1792, Captain Gray, in command of the Columbia, sailed south from Clayoquot as far as the boundary line between Oregon and California, where he turned about and shaped his course northward. Sunday morning, April 29, 1792, he fell in with a British naval expedition of two vessels, "Discovery" and "Chatham," under the command of Captain George Vancouver. To the British this was an extraordinary coincidence. We are not told as to whether the meeting of the two expeditions was intentional or accidental on the part of the Americans; evidently by the record in the Vancouver journal, Captain Gray bore down on the British vessels.

In his journal, Vancouver says:

"April 29, 1792.

"At four o'clock a sail was discovered to the westward standing in shore. This was a very great novelty, not having seen any vessel but our consort, during the last eight months. She soon hoisted American colours, and fired a gun to leeward. At six we spoke her. She proved to be the ship 'Columbia,' commanded by Mr. Robert Gray, belonging to Boston, whence she had been absent nineteen months. Having little doubt of his being the same person who had formerly commanded the sloop 'Washington,' I desired he would bring to, and sent Mr. Puget and Mr. Menzies on board to acquire such information as might be serviceable in our future operations.

"On the return of the boat, we found our conjectures had not been ill grounded; that this was the same gentleman who had commanded the sloop 'Washington,' at the time, we are informed, she had made a very singular voyage behind Nootka."

Of the interview between Captain Gray and the British officers, Mr. Archibald Menzies in his unpublished journal, says:

"April 29, 1792.

\* \* \* \* "Spoke the Columbia of Boston, commanded by Mr. Gray \* \* \* \* we immediately brought to and sent a boat to the Columbia in which I accompanied Lieutenant Puget in order to obtain what information we could. \* \* \* Mr. Gray informed us that in his former voyage he had gone up the Straights of Juan de Fuca in the sloop Washington about 17 leagues in an East by South direction and finding he did not meet with encouragement as a Trader to pursue it further he returned back to sea again the very same way he had entered—he was therefore struck with astonishment when we informed him of the sweeping tract of several degrees which Mr. Mears had given him credit for in his chart and publication."

"He further informed us that in his present voyage he had been 9 months on the Coast and wintered at Cloiquat, a district a little to the

eastward of 'Nootka,' where he built a small sloop which was at time employed in collecting furs to the Northward about Queen Charlotte's Isles. \* \* \* "

In further corroboration of Captain Gray's discovery of the interior sea, Vancouver says:

"he understood from the natives, that the opening extended a considerable distance to the northward; \* \* \*"

In connection with Captain Gray's discovery of Puget Sound, it will be well to note in passing that Spanish vessels had visited Port Discovery one year previous to the visit of the Vancouver expedition; in his journal under date of June 22, 1792, Vancouver says:

"\* \* \* I cannot avoid acknowledging that, on this occasion, I experienced no small degree of mortification in finding the external shores of the gulf had been visited, and already examined, \* \* \* \*"

"The Spanish vessels, that had been employed last year, had refitted in the identical part of Port Discovery, which afforded us similar accommodations. \* \* \* \*"

Of Captain Gray's conduct, Vancouver says:

"\* \* \* \* the 'Columbia' brought to for a short time, and made all the sail she could after us; which led us to conjecture that Mr. Gray had not been perfectly satisfied with the account given by our officers, and suspected that our object was of a commercial nature like his own. \* \* \*"

Other accounts say that Captain Gray pursued the British vessels inside the entrance to the Straits of Juan de Fuca, and anchored for the night within a few miles of the British vessels.

Monday morning, April 30, 1792, the British expedition passed up the Straits of Juan de Fuca; Captain Gray in the Columbia passed out to sea and began an examination of the coast to the southward of Cape Flattery. May 7th he discovered what appeared to be an extensive inlet; the jolly boat was lowered and the second officer sent in search of a possible opening that would admit of the passage of a vessel into the bay or inlet. The officer after making a search, returned on board ship and reported that he was unable to locate the opening; nothing daunted, Captain Gray determined to continue the search. In a short time their efforts were rewarded by discovering the opening from the masthead of the ship. All sail was set and a dash was made for the opening. The Columbia passed safely inside the bar and anchored in longitude 124. west; during the night the Americans were obliged to defend themselves against an attack from Indians. Before leaving the bay the sailors named the inlet after their captain, "GRAY'S HARBOR."

Captain Gray named the inlet "Bullfinch Bay."

Captain Vancouver named the inlet "Whidbey Bay."

The American vessel returned to the entrance of the Straits of Juan de Fuca; sailing southward she arrived at the mouth of the Columbia River May 11, 1792, where he had spent nine days trying to effect an entrance, but was unable to do so owing to the surf

Vancouver in his journal says:

April 29th.

"\* \* \* He also informed them of his having been off the mouth of a river in the latitude of 46.10. where the outset, or reflux, was so strong as to prevent his entering for nine days. This was, probably, the opening passed by us on the forenoon of the 27th; and was, apparently, inaccessible, not from the current, but from the breakers that extended across it."

Friday morning, May 11, 1792, 8 a. m., Captain Robert Gray, American navigator, in command of the American ship *Columbia*, crossed the bar of the Columbia River and came to anchor in fresh water.

After making an examination of the lower end of the river, Captain Gray replenished the water supply of the ship by filling the casks with fresh water. Returning to the Pacific ocean, later in the season, he met Senor Quadra, Spanish Commissioner, and furnished him with maps of Gray's Harbor and the Columbia River. When Quadra met Vancouver at Nootka Sound in September, he gave Mr. Vancouver copies of Captain Gray's maps of Gray's Harbor and the Columbia River. Captain Vancouver re-examined the coast between Cape Flattery and the Columbia River during October, 1792; he sent Mr. Whidbey into Gray's Harbor and Captain Broughton into the Columbia River.

Vancouver journal, vol. 2, 1801 ed., page 288: "\* \* \* to re-examine the coast of New Albion, and particularly a river and harbour discovered by Mr. Gray in the 'Columbia' between the 46th and 47th degrees of north latitude, of which Sen. Quadra had favoured me with a sketch."

Captain Gray remained on the coast until October 3, 1792, when he bade farewell to the mountains of North America.

Captain Gray's discovery of Puget Sound, laid bare the secrets of the Annian. During the two centuries between 1592 and 1792, England sent out over two hundred voyages in a search for the mysterious waterway that was supposed to exist on the continent of North America. Captain Cook says that geographers had placed the entrance of the half-mythical waterway somewhere in the vicinity of Cape Flattery. About the year 1710, there was published in London a map drawn by Hermann Moll giving the location of the entrance to the "Straits of Annian," at the point of entrance to the Strait of Juan de Fuca. For many years superstitious mariners passed and repassed the entrance of the straits, but the awful silence of the region prevented them from entering. Of the silence, Vancouver says: "\* \* \* her awful silence was only now and then interrupted by the croaking of a raven, the breathing of a seal, or the scream of an eagle. Even these solitary sounds were so seldom heard that the rustling of the breeze along the shore, assisted by the solemn stillness that prevailed, gave rise to ridiculous suspicions in our seamen."

Captain Gray interrupted the silence of centuries when he published the news of his discovery, April 23, 1789. The news spread from Nootka to China; John Mears carried it from China to England and published it in London, April, 1790. England, fearing the New Republic would gain a foothold in the Pacific Northwest, dispatched an expedition under the command of Captain George Vancouver, to proceed to the western coast of North America and obtain from a Spanish commissioner the claims of Spain on the territory. An account of the British and Spanish commissioners' negotiations at Nootka Sound during September, 1792, will be given in the next chapter.

This great international waterway, discovered by Captain Gray has never been closed to navigation, since the day that Captain Gray broke the silence and published the news to the world.

### QUADRA AND VANCOUVER

The Nootka Sound controversy between England and Spain was adjusted by the signing of a convention, October 28, 1790; in the convention Spain conceded to England all of her claims to the Pacific Coast,



north of California. Each government appointed a commissioner to go to Nootka Sound and carry out the provisions of the first article of the convention, which read as follows:

"It is agreed that the buildings and tracts of land situated on the Northwest Coast of the continent of North America, or on islands adjacent to that continent, of which the subjects of His Britannic Majesty were dispossessed about the month of April, 1789, by a Spanish officer, shall be restored to the said British subjects."

The morning of Aug. 28, 1792, Senor Quadra breakfasted with Captain Vancouver on board the *Discovery*; the compliment was returned by the British officers dining with Senor Quadra at his residence on shore. During the dinner hour, Maquinna, an Indian chief, who was present, objected to the transfer of the territory from Spain to England.

During the forenoon of Thursday, the 30th, Captain Vancouver received a letter from Senor Quadra, bearing on the territory to be surrendered. In the letter, Senor Quadra gives a brief review of the controversy, ending his letter by saying: "These circumstances duly considered, it is evident that Spain has nothing to deliver up."

The documents accompanying this letter were copies of a correspondence between Senor Quadra and Viana, commander of the *Ephigenia*, at the time of his arrest by Martinez, April, 1789; and a joint statement from Captain Gray and Joseph Ingraham, captain and mate of the *Washington*, April, 1789.

In reply to Senor Quadra's letter of the 29th, Captain Vancouver said, that he did not consider himself authorized to enter into a discussion on the respective rights and pretensions of the court of Spain or England, touching the coasts of Western North America, to the northward of California. Being invested with powers only to receive the territories according to the first and fifth articles of the convention. The fifth article of the convention, provided for free access to all ports established subsequent to April, 1789, by either nation, to the northward of California.

Personally the Briton and the Spaniard were very warm friends, diplomatically they were far apart and could not come to an understanding.

The cause of the misunderstanding is summed up by Captain Vancouver in the following words:

"The guarded conduct observed by Senor Quadra, in his endeavors to retain the whole, or at any event to preserve a right in Nootka, evidently manifested the degree of jealousy with which the court of Spain regards the commercial intercourse that is likely to be established on this side of the world."

Tuesday, September 18, 1792, the negotiations between Captain Vancouver and Senor Quadra, came to a close; the port remaining in the possession of Spain.

The whole matter was referred back to the governments of England and Spain; after a delay of several months a new convention was signed, February 12, 1795, in which it was agreed on the part of Spain to reimburse the injured British subjects, "His Catholic Majesty \* \* \* agrees to pay as indemnity to the parties interested in it the amount of two hundred and ten thousand hard dollars in specie."

January 11, 1794, another convention was signed by British and Spanish representatives, for the mutual abandonment of Nootka Sound; Commissioners from England and Spain met at Nootka, March 23, 1795;



after destroying the buildings of the Spanish settlement the British and Spanish flags were hauled down and the place abandoned to the Indians by whom it is still inhabited.

In the adjustment of the boundary line between Canada and the United States, it became necessary for the United States to acquire a relinquishment of the claims of Spain to all territory north of California, such relinquishment is contained in the third article of the treaty between the United States and Spain, dated February 22, 1819.

The relinquishment obtained from Spain, coupled with the discoveries made by Captain Gray, in 1789 and 1792, gave the United States an incontestable right to the territory of the State of Washington.

House of Representatives Document, 708, 56th Congress, 2nd Session:—

"When the treaty of 1846 was before the Senate for ratification, Mr. Benton expressed the view that the forty-ninth parallel was ours as a matter of right, as it was also a line of convenience between the two nations. He argued that it parted the two systems of water—those of the Columbia and those of the Fraser; that it also conformed to the actual discoveries and settlements of both parties. There was not, on the face of the earth, he said, so long and so straight a line, or one so adapted to the rights of the parties and the features of the country."

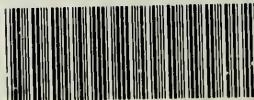


P. S.

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Francis E. Smith





The instability, injustice and confusion introduced into the public councils have in truth, been the mortal diseases under which popular governments have everywhere perished.

*Federalist Madison*

Inveterate antipathies against particular nations, and passionate affections to others, are to be avoided.

*George Washington*

Shall the name that made your city the glory of the earth be mentioned with obloquy or detraction?

*Addison*